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FLOOR DEBATE

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discussed. That's not right. It's not fair. It's not right. And I'll tell we could even go through, you look at your white sheet there, the worksheet that's provided every day, the Ag Committee has 16 bills being held in there. Should we add...should we suspend the rules to see if we can't put any or all of those 16 on? Appropriations Committee has 38 bills; Banking, Commerce and Insurance has 14 bills being held; 4 bills are being held in the Business and Labor Committee; 41 in the Education Committee. Maybe we should suspend the rules and put all these on there. Are these more important than personal priority bills? I don't think they are. Senator Beutler raised some issues with the bill itself. He has some institutional knowledge about why the capitalization rate is there. I'm not even discussing the merits of the bills yet. I'm thinking from a process standpoint. At the eleventh hour, six o'clock on the very last day where personal priority bills can go through, we're trying to add nonprioritized bills to a priority bill. It's not right. Four senators won't get their personal priority bill heard tonight. And the longer that we debate this, the less likely that's going to be. It's obviously done and it's not fair. I don't support the motion to suspend the rules. And if this goes through, maybe we should look at some of these other bills and put some others on here as well. It's a circumvention of the process and I don't support it. I'm going to vote red on this motion to suspend the rules and I hope you do so as well. Thank you.

SENATOR CUDABACK:      Thank you, Senator Bourne.      Senator Don Pederson.

SENATOR D. PEDERSON:      Mr. President and members of the body, I understand the concern that the people who have spoken in favor of this have registered. They all have short line railroads that go through their property. But Senator Baker has said there's a distinction between LB 185, which is a two-person crew, and this particular bill which is a loan. When we were talking about LB 185, we discussed the relative merits primarily of safety of the traveling public and of the people adjacent to trains generally. And we had a good discussion in connection with that. It took quite a bit of time. But at what point is safety less important than investments? And so I think that's